GIBSON PEACOCK. Editor.

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PHILADELPHIA, FRIDAY, JULY 16, 1869.

Paily Coening Bulletin.

OUR WHOLE COUNTRY.

THE LEGEND OF DUSHORE.

[Correspondence of the Phila, Evening Bulletin.] DUSHORE, SULLIVAN COUNTY, PA., July 9th, 1869.—I have recently made an excursion into the Lehigh Valley. It is, as you know, inhabited mostly by the Pennsylvania Dutch and their descendents, who have become more or less Anglicized, but I found stories and reminiscences of settlers dating still further back. You will perhaps remember a very interesting narrative of the Moravians, and a history of their abandoned settlement, "Gnadenhütten," located near the present site of the beautiful village of Wyalusing, that appeared in a recent number of the Atlantic Monthly. Now there remains no vestige of those old American Crusaders except a beautiful meadow that bears their name, and a modern "grocery" similarly dignified.

Bailroads and canals have finished the work of destruction commenced by the Indians on the one side, and their bitter enemies. white settlers, upon the other. the Finding it impossible to enlist either party in their favor, they (the Moravians) were forced to leave their homesteads, and travel "cum impedimentie," to what was then considered the far West. There what was then considered the far West. There they met with no better fate, being, after a brief period of prosperity, exterminated by the suspicious white men. These reflections, which are unavoidable when one looks upon that beautiful part of the valley, cause one to fiel, in a peculiar way, that America, young as it is, has not been exempt from those struggles that constitute the history of the old world, and that, too, to a greater extent than isi generally appreciated.

appreciated. While talking over these matters with a momber of one of the old patentee families, he volunteered an explanation of the origin of the rather striking name of an adjacent hamlet. It is spelt at present "Dushore," and when any questions are asked as to its origin, the "oldest inhabitant" can only say that it is the name of "an old Frenchman." My friend's marrative, however, throws, all the necessary light upon the subject, and surrounds it with a romantic interest. The rough facts of the story were as follows:

were as follows: In the latter half of the eighteenth century In the latter half of the eighteenth century Admiral Du Petit Thonars, in the service of the French monarchy, was stationed at the Island of Java, as the naval representative of his government. While there, the revolution broke out in France, and he was deprived of his command in consequence, and became an exile. The Governor of the Island, however, allowed him to go with his crew in search of a new home, and they, selecting America as their refuge, inade their way thither, and after many troubles succeeded in settling in the beautiful and fertile Lehigh Valley. There, at a spot a few miles above Wyahsing, they built their yillage, calling it, very appropri-ately "Asylum." Within a few years, the block-house which they built has been stand-ing, although deserted half a century since. The sailors, it seems, went to work with a will in constructing their new homes, and revelled in the to them novel experience of freedom in constructing their new homes, and revelled in the, to them, novel experience of freedom from government; but, as has always from "government; but, and his always been the case with sea-faring men, they were carsless to a degree, and labored under the impression, so common among settlers of the better classes at that day, that all the luxuries of civilized life were the spontaneous produc-tions of the soil. This mistake Admiral Du Petit Thouars saw, and tried in vain to correct, until, dislicartened by lack of success, and tearing the rain that seemed imminent, he removed alone to another spot, distant about fifteen, miles, where he made a little clearing and crected his own log homestead. However, nıs com rades, he could not sever entircly the last ties connecting him with his native land. Could he have done so, he would have been no true Frenchman, and from all accounts, there never existed a more patriotic and high-minded specimen of the "yienx régime," asindeed his subsequent action proves. It is a subject worthy of contemplation. The polished representative of that most courtly aristocracy that the world has ever seen, wielding his lonely axe in the midst of the pathless woody performing the most menial offices for himsel and dedecating one day in each week to a pil-grimage to his thoughtless companions in exile, who, unmindful of the future, laughed at his warnings and thought to conquer a new country by shouting "vogue la gal'ère," and drawing freely upon the limited stock of sup-plies which they had brought with them. Bye-and-bye the country around them began to at-tract those iron-fisted veterans in frontier life and warfare, who had been driven from more bastern heations from the aver increasing Eastern locations from the ever-increasing tide of immigration. They did not scruple to impose upon their light-hearted Gallie neighbors and encroach upon their rights, so that at last ruin to the latter seemed imminent. No doubt they then thought with feelings doubt they then thought with feelings of despair upon the different position which they might have occupied if the advice of their leader had been complied with. While their fate had been slowly approach-ing, matters in La Belle France had not been by any means in a quiescent state into her 'Lit-tle Corporal," having successively become Commander-in-Chief, First Consul and Empeor, was waging war against all Europe, and vith the sagacity which was so remarkable in him, flad won over many an able supporter by proclaiming general amnesty to all exiled Frenchmen who desired to serve under his banner. When this news reached the little band in northern Pennsylvania, is it to be wondered at, that, glorying in the renown of their great fellow-countrymen, they hastened to his side? Such, then, was the action of the majority, and when we again hear of our old acquaintance, the Admiral, he is found fighting his vessel gallantly, broadside to broadside, with the English in that conflict which, taking place upon the sacred waters of the Nile, had as much influence upon the history of Europe as any ever fought within its boundaries, ex-cept Waterloo. Shot completely in two by a cannon ball, he fell doing his duty like a Frenchman of the olden time, conscious of a long line of ancestors whose honor he was intrusted with, and dewhose honor he was intrusted with, and de-strous of nothing more than an honorable death whereby it might be augmented. If his countrymen had been victorious, he would have been enrolled among the many herces to whom his native land has given birth. Being associated, however, with a foiled "adventu-rer" (although the greatest that every directed rer" (although the greatest that ever dignified the name), his memory and eventful history have been forgotten, except among the old have been forgotten, except among the old families who succeeded him in the work of re families who succeeded him in the work of re claiming one of the richest tracts of territory within the limits of the Commonwealth of Pennsylvania. They have perpetuated his name and that of his steward, Laporte, from whom this narrative originally came; but the former is preserved in such a mutilated form that is danger of all remembrance of the original being lost in course of time, a circum-stance that would deserve to be deplored by all who take an interest in the little romance. that does exist in connection with the stern reality of the early history of their country. Such was the story as told to me, and stand-ing, as we were, in full view of the surround-ing forests, contrasting strongly with the beautiful village before us, it made a deep im-pression, deeper, perhaps, than would have been the case under other circumstances.

THE GRAND ARMY OF THE REPUBLIC. | Heiber. 5800 · Cate The Convention at Altoona, and Excur-sion to Cresson.

[Correspondence of the Phila, Evening Bulletin.] ALTOONA, July 14th, 1869 .- Your correspondent left Philadelphia last evening with the delegations of the Grand Army of the Republic from Posts 8, 19 and 71. The members were dressed in dark clothes, fatigue caps and appropriate badges. The Philadelphia Drum Corps accompanied them, and the men made a most creditable appearance. On the same train that bore the delegates from the Eastern Posts to Altoona were scores of the intelligent and patriotic delegates the Harrisburg Convention: to could not refrain from drawing a comcould not retrain from drawing a com-parision between the soldiers and the men who seemed so jubilant about the coming nominee. The Grand Army is not political yet I an glad to say the majority of them are consistent, and their interest is deeper in their comrades and the living issues of the hour than in the memories of lost power or the de sire for office. NAMES OF THE KILLED AND WOUNDED

This morning's sun rose brilliantly over the green mountains and yellow valleys around this delightful town. As the different delegations dengattul town. As the different delegations came in, old comrades met who had been parted for years, and the hearty greetings so peculiar to old soldiers were heard on every side. Captain J. W. Curry, of Post 62 Altoona, welcomed the delegates from over one hundred Posts in a neat and heartfelt ad-dress, to which Captain A. W. Warris, of Post 19, replied on behalf of the members of the Convention.

Convention. After breakfast the delegates assembled at Lowther's Hall, and after the credentials were passed on, the Department Officers read their semi-annual reports.

The address of Grand Commander O. B.Bos-byshell was particularly fine, and was loudly applauded. He congratulated the Grand Army on its increase and strength. He denounced the effort made by partisans to make it a political machine. He called on his comrades to oppose this, and to look to good men, with good principles, rather than nere names. He good principles, rather than mere names. He said the great object of the Order was to care for the widow and orphan of the fallen com-rade; to aid the crippled or helpless soldier, and to keep fresh the holy memories of the war, forgetting, as far as possible, the bitterness en-gendered by the years of strife. The reports of A. A. Gen. Beath; A. Q. M. Mackay; A. I. Gen. Story, and Ass't. Surgeon-General Mitchell, showed that the Order was flourishing, and carrying out its great work of charity and patriotism.

fourishing, and carrying out its great work of charity and patriotism. After the adoption of the reports the Con-vention adjourned till evening, to take advan-tage of the special train so kindly provided by the Pennsylvania Central Company, which was to take them to Cresson. The Altoona Silver Cornet Road accompanied the comp Silver Cornet Band accompanied the excur-sion, and added to the pleasure of the occasion. Your correspondent has not the time nor the ability to describe the scenery, the delightful grounds at Cresson, or the cordial welcome tendered the excursionists; suffice it to say, the party returned to Altoona by supper time,

In the evening a secret session was held, when, according to instruction from the National Encampment, the ritual was changed. We must congratulate the Grand Army on the success of the convention, the good fel-lowship that prevailed among the members, and the great good it appears to be doing throughout the land. R.

Incidents of the Democratic Convention.

We gather the following paragraphs from the columns of yesterday's Harrisburg Tele-

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No doubt whatever is entertained as to its	
being the work of an	incendiaryCor. Re-
porter, Corinne, Utah.	

ERIE RAILROAD THE SLAUGHTER. FULL ACCOUNT OF THE CALAMITY. APPALLING SCENES AND INCIDENTS.

[From the New York Herald of To-day.]

The long, dismal and bloody catalogue of disasters that marks the history of the Eric Bailroad is made again to bear another burd den of human slaughter, in the record of one of the most unmitigated railroad murders the public has heard of for some time. At mid-night of Wednesday over a dozen human beings were rushed headlong into eternity through the awful living portals of fire, at a place called Mast Hope, twenty-eight miles west of Port Jervis, on the Erie Railroad, by the downright carelessness of the engineer in charge of a freight train, against which the mall express from New York, at half-past six P. M., came in col-lision. The facts in a few sentences are these in the freight train backed on a switch at Masthope depot to get out of the way of the passenger train, but failed to get out fast enough or far enough to avoid being struck by the passenger train for which the track should have always been kept clear. The engineer of Railroad is made again to bear another burhave always been kept clear. The engineer of the freight train, was, of course, responsible. It is generally stated he was asleep at the time. It is generally stated he was asleep at the time. A terrific collision occurred, three or four cars were burned, and in the laconic despatch of the Associated Press, furmshed by the rail-road authorities, "some "emigrants in the smoking-car, some five or six in number, were burned." Such is the skeleton of this fearful tale, making even in its faintest recital the blood of men run cold who know how to realize over so vaguely the unpainted horrors of a railroad butchery. The battle-field is mercy itself to such a scene. The soldier sinks on the sod with little to indicate the agony of death, but the poor victim of a collision re-leaves the sold with little of the sold her between the on the sod with little to indicate the agony of death, but the poor victim of a collision re-ceives no quarter even after the soul has left the body. With his limbs torn asunder, and perhaps some little spark of tortured vitality still remaining, the fatal stove pours out its contribution to the work of death and destruction and leaves no vestige of humanity behind save charred and black-ened bones. As usual, there was little thought of danger or of what lay in store for them some one hundred miles ahead, on the Erie track, among the large and lively load of pas-sengers that left the long dock, at Jersey City, at a quarter to seven o'clock Wednesday eve-ning. The train was a full one, consisting, with locomotive and tender, of a mail and baggage car, smoking car, two day and four sleeping coaches, nine cars in all, carrying nearly four hundred passengers. Perhaps not one in all that large number of voy-equeurs recurred at the moment of starting to Carr's Rock, Milltown, the gorge at Elmira, or any of the other bloody landmarks thickly strewed along this modern Golgotha. Not one, to all appearances, and least of all the amiable, learned and ever genial gentleman, Rev. B. B. Hallock, of 329 Least Fourteenth street, who in a few short hours thereafter Rev. B. B. Hallock, of 329 East Fourteenth street, who in a few short hours thereafter was transformed from flesh and consciousness into a black and burnt mass of lifeless bones. In the forward part of the smoking bones. In the forward part of the smoking our over a score of emigrants seated them-selves in the later part of the evening, after most of those gentlemen who had sleeping berths retired for the night and threw their cigar stumps away. Several of the emigrants indulged themselves in short clay-pipes, while others threw themselves into an attitude of sleep, and others. kept telling stories to pass a portion of the night away. The stay at Turner's station for supper was no longer than usual. The switch between the tracks at Milltown, a place of between the tracks at Milltown, a place of unhappy reputation, was passed by in safety. The conductor went up and down a few times, The conductor went up and down a few times, to see that all was right, from the smoking-car to the rear end sleeping-coach. The train was speeding on its course at the rate of from twenty to twenty-five miles an hour With a double track, wide, strong cars, new couplings, a powerful locomotive, run-ning at a steady, splendud pace, the passen-gers felt that there was nothing to apprehend but a broken rail. Little reflection, however, was given to that matter. The sleepers in the rear coaches turned around for amoment and rear coaches turned around for amoment and fell away to slumber again. Every berth was occupied. Governor Walker, of Virginia, and his wife had a state-room, both bound for Binghamton. While all were wrapped in sleep, or in light, uneasy slumber, on board the train, the emigrants in the smoking car rear coaches turned around for amoment and even ceasing to talk, and the doors opening only at long intervals for the conductor or some restless member of the baggage corps to pass through, and while the train was dashing. long with that speed of motion which leave the sensation on the ear of the passen-ger that the wheels dance with a de-lirious revolution on the rail, the flick-ering light at the depot of Masthope hove in sight ground a long and easy early are ering light at the deposed in the astropy in the second sight around a long and easy curve and on a heavy grade. The engineer had his practiced eye on the alert at this particular point of the eye on the alert at this particular point of the road, not that it is in anywise as dangerous as other portions, but with an instinctive dread of that horrible apparition—a freight train— felt more apprehension on the curve than if he had to cross a shaky bridge a 100 feet high. The second look he cast through the bull's eye window an instant or two after he entered on window, an instant or two after he entered or the curve, revealed the terrible fact to him that something huge, black and ungainly was almost in his immediate front, and that his train was running with lightning pace upon it. Another moment and the headlight of his locomotive illuminated the rear of the train ahead, while his ear caught the sound of the rattle and jolt of a long, loose freight train. Coolly he whistled down the brakes, while at the same instant a down the brakes, while at the same instant a piercing scream went up from those whoknew too well what that appalling token meant. The precaution was in vain. The great, heavy, panting locomotive of the passenger train, tearing forward in its course at the speed of over twenty miles an hour, struck the front of the freight train as it shuffled hazily off on an oblique switch towards the depot, and literally rearing up in air like a mighty lion in his rage, crashed through the foremost iron wall of opposition and then careened over on the track as though and then careened over on the track as though bereft of further strength. The tender jumped bereft of further strength. The tender jumped upon the prostrate engine, the mail express struck against the wreck of iron, the baggage car against the express, the smoking car ran pelmell into the fearful ruin, and in less time than it takes to say it the entire mass was in a blaze of fire. The shock was terrific. It reached to the uttormost end of the train in all its intensity, shaking the sleepers to their feet and appalling the stortest hearted mon that heard it. No hone at this awful moment for the poor people in the smoking car. Trucks were knocked from under bag-gage and express cars and stood locked three buildings; \$1;500; A. M. HOILEF, LEBE-ments, \$750. The following is a list of losses from damage in removal of goods, etc.: W. W. Higgins, \$1,000; D. N. Birdseye, \$1,800; J. R. Quildey, \$200; Richardson & Co., \$1,000; M. McFar-land, \$1,500; Cary House, J. B. Wilson, \$1,000; John White, \$800; E. Matlock, \$500; John

was the baggage car, with its living freight caught in the stern and fiery jaws of death. Jets of fearful flame sprang upward from the wreck, or rushed bissing like steam from an wreck, or rushed hissing like steam from an escape pipe along the track and through the passenger conches. It was a heartrending and awfully impressive spectacle to see the big column of red and roaring flaine tear-ing through the woodwork and melting away a dozen human forms without a soul under Heaven being capable of stretching forth an arm to the rescue. Death, however, did its chief share of havoc before applying the torch to finish its ghastly work; but horror of hor-rors! what a fate was that reserved for poor Dr. Hallock. Not a scratch marked him when the collision occurred. He was in the fore-most sleeping coach, and was violently pitched The conston occurred. He was in the fore-most sleeping coach, and was violently pitched forward into the tangled mass of broken wood-work, but received no injury. Worse than injury, however, he found himself, in all his strength and sensibility, locked up in the heavy beams that made the floor frames of the dismantled care. The dreadful fire from The heavy beams that made the floor frames of the heavy beams that made the floor frames of the dismantled cars. The dreadful fire from beneath flared upsuddenly around him. Men with blanched and bewildered faces, stood upon the track or rushed frantically to and fro, crying, "Is there no help for. Dr. Hallock?" The fire shot out with the intensity of a fur-nace, and triumphantly defied any man to approach and rescue the victims within its grasp. Above the cracking roar the firm and intrepid voice of the doctor, in the midst of his remarkable agony, was heard to exclaim to the men around the scene, "I am not injured; but I cannot escape." All that could be done by the people of Mast Hope, who flocked to the depot to give assist-ance, failed to save the ill-fated doctor; but it is at least consoling to know, that he went

is at least consoling to know that he went down to his appalling doom with all the lofty attitude and resignation of a Christian. But the doctor was not alone in this calamity. A-man named Daniel Baur was jammed and burned to death in a similar manner, and Erastus Wheaton was injured in one of his feet. feet

At nine o'clock in the morning, after great feet. At nine o'clock in the morning, after great exertions, six burned bodies were rescued from the ruins of the smoking car, and at noon of yesterday a passenger by the midday train reported thirteen charred bodies lying along the track. There were comparatively few wounded. Flying splinters were rare, and the terrific force and suddenness of the shock left nothing to accept but instant death for those near the point of collision. Some of the train men on the express were hurt but none killed. Out of 150 pieces of baggage only cleven were saved; the remainder was destroyed or ground up in the wreck. Confirmation of the accident was immediately telegraphed to the officers of the Erie Railway. in this city, who gave orders to have a train made up to congave orders to have a train made up to convey surgeons to the scene of disaster, and to take the necessary articles along for alleviating suffering. Nearly all the through mail matter was destroyed; the way mails were saved. The track was cleared for trains before noon vesterday.

The track was cleared for trains before noon yesterday. Among others on the train were Mrs. Black, wife of Professor Black, and sister of Mrs. Aafon King, of Paterson, N. J. She was accompanied by two children. Professor Gould and General Superintendent Rucker went up to visit the scene on the Buffalo ex-press yesterday morning. Five of the injured persons were removed to Port Jervis, where every attention was given them. every attention was given them.

The Latest Accounts of the Disaster.

The latest particulars gleaned on the scene of the disaster, near midnight last evening, gave the ensuing version and cover the names and addresses of most of those who were killed

Extra freight train No. 39 had been telegraphed to wait at Masthope for the passing of trains No. 7 and 3 (both passenger). The en-gineer, Griffin, backed into the side track and for La Crosse, Wis.; bruised and injured in

for La Crosse, Wis.; bruised and injured in back, not dangerously. John Hunt, leg broken below the knee; he was jammed in between the seats and held fast until the flames had almost reached him and was dug out and rescued from the wreck at the last moment by the bystanders. He re-sides at Waterford, N.Y. The above were sent down to Port Jervis and were provided with accommodations at the Delaware House, where they are receiving every necessary care and attention. In addition to the above the following train men were injured: David Smith, flagman on freight train, slightly hurt; P. D. Schuyler, ex-press messenger, cut on forehead and slightly bruised

press messenger, cut on forehead and slightly bruised. All the cars of the passenger train were burned, except the last three sleeping coaches, The mails in the Post Office car were par-tially destroyed. The express car was burned, with all except what were contained in the safes. Among the contents burned were three boxes of United States internal revenue stamps, and other valuable miscellaneous ex-press matter. The passengers on the ill-fated train, with the railroad employés present, did every effort possible to rescue the unfortunate victims of the collision from the burning wreck. They succeeded in rescuing some, as above stated, and they also succeeded insaving three of the sleeping coaches and about one-half of the mails. The engineer of the freight train, James Griffin, acknowledges, it is un-derstood, that he had been asleep, but he esays he thought he heard a signal from the flagman to move on.

to move on. As soon as the news of the accident reached As soon as the news of the accident reached Port Jervis the wrecking-train was sent to the scene of, the disaster, and afterwards a special train, with physicians and others, to attend to the wants of the injured. Passenger trains Eastward bound were detained for some hours until the track was cleared. Nothing remains of the wreck except the wheels, axles and iron used in the construction of the cars, the fire having completely destroyed the woodwork having completely destroyed the woodwork and furniture,

A jury was empanelled yesterday afternoon. by the Justice of the Pence at Mast Hope. The jury went through with the formality of viewing the bodies and adjourned the inquest until one o'clock to-day, at Lackawaxan. Thomas Coffee was engineer of the passenger train, and Henry Smith conductor.

CUBAN REVOLUTION.

DEFEAT OF A BODY OF SPANISH

Reorganization of Cuban

HAVANA, July 12, via KEY WEST, July 14, 1800.—General Poello, at the head of 300 Spanish marines, was attacked by a force of patriots near Baga, a small town situated on the same bay as Nuevitas, and not far from the total for the same bay as Nuevitas.

that city.

troops.

MARINES.

Forces.

PRICE THREE GENTS

FACTS AND FAITCIES.

F. L. FETHERSTON. Publisher.

[From the Galaxy.] On a Cast of Tennyson's Hand. Large for his dainty work; to draw from Life Its latent music, by magnetic sway. And pulse that throbs with love; its bing en

strife, With Beauty's subtle melodies o'er lay

In dreamful consecration ; yet; perchance; This is transcendent Nature-to combine Strong grasp with gentle touch, and thus on-Both will and love. How wondrous firms

and fine Is the brain's peerless instrument-the hand? This one hath blessed us all, and ocattered

wide A soulful largess over sea and land; To clasp the hand of poets is our pride And noble joy; and we will fondly keep This laureate brother's stretched across the deep. and

H. T. TUCKERMAN-

-Belle Boyd is sick in San Francisco.

-The Mayor of Chicago is Swiss by birth: -They have a twenty-five foot snake sensa-tion in the vicinity of Lima, Ohio.

-Wagner, in his "Judaism in Music," calls Offenbach "a calamity."

-Chicago has a paper edited by ghosts. It's conducted with spirit. -Mississippi expects a \$40,000,000 cottom.

crop. -Mrs. Dr. Walker has taken to correspond-

ing. -Edwin Booth has leased the Boston Thea: -Edwin Booth has leased the Boston Thea: tre for another year for \$16,000 -Pittsburgh has increased the number of her policemen; wants a pest-house and a city park, and wants to annex the suburbs.

-Rubinstein has had the rank of nobility conferred upon him, and can now preface his name with a de.

The Empress Eugenie intends to establish a Josephine Order, which is to be conferred on ladies of eminent virtue and merit.

-Wales is excited over the efforts making to bring again into general use the old triple Welsh harp.

-Richard Coker, the boy singer, having ost his soprano voice, is studying for the Italian opera.

-The John Bull says one of the sons of the Viceroy of Egypt is about to be entered as a student at Oxford.

student at Oxford. -Handet-Thomas's opera-is said by the Orchestra to be four or five hours long, "and is heavy and weariful, with the "exception of passages lightened by the genins of "Ophelia."" -Molidne, as well as "Rossini, left a Masse Solemelle, which will be produced at a concert in London soon. It was written for the Church of St. Aloysius, in that city. -Judge Theard, of the Fourth District Court of Louisialia, has decided that the con-federacy was a defacte government. But then his opinion is of no earthly consequences. -The New York Star, says: "If Susan B.

"The New York Star says: "If Susan B. Anthony only knew as much as she talks-gracious, there'd be no earthly chance for mere Solomons."

-Private letters speak in high terms of Herr The marines were forced to fall back upon Nuevitas, with a loss of, eighty, including General Poello, killed. Joseph Schild; a tenor of the Dresden Opera, who has been "starring" in Leipzig in such parts as "Arnold" in William Tell, but whe excels, it is said, in oratorio music;

General Poello, killed. HAVANA, July 13, via KEY WEST, July 15, 1869.—Advices from Nuevitas to the 10th re-port that the cholera was diminishing, but that the vomito had appeared among the traons -In San Prancisco there is an Italian hos-pital, a splendid as well as convenient edifice, which rises on the most beautiful and elevated part of the city, built, by voluntary subscrip-tion.

The British Historical -The British Historical Commissioners have appointed four traveling deputies—one-each for England, Ireland, Scotland and Wales —to visit country houses and report as to whatever literary treasures may be found. -In Indiana five thousand two hundred and projected. The estimated value of railways completed and projected is upwards of -The best ballet in Hurope is to be seen at the Vienna theatres. Formerly Italy fur-nished the best dancers, but as a rule the German queens of the ballet are now the most popular. -The Orchestra hears that Mr. Boucicault and Mr. Webster have come to an understanding intended to secure a large theatrical mo-nopoly. If this agreement is carried out) no less than four London theatres will come under their hands. -Rose Hersee, who is coming to this coun-try to sing in Parepa's English opera troupe, will make her débût in Somambula. She is to have \$300 a week salary, in gold, all her traveling expenses and a private carriage. She is said to be young and beautiful, and a builling togeniet tog brilliant vocalist, too. -The Melbourne Argus says: There ap-pears to be something in the circumstances and social condition of Victoria that makes American humor especially popular here. Most of the productions of recent American humorists—such as Artenius Ward, Orpheus C. Keir, Mark Twain and others—have been republic diare. and find a large such reprinted here, and find a large sale. -The King of Bavaria lately had Lokengrin performed for his own special behoof. The representation began at ten o'clock in the morning, the theatre was brilliantly illumi-nated, and the orchestral players had to ap-pear in dress coats and white ties. Tristen undr Isolde was to be given last weak in the same Isolde was to be given last week in the same manner -White Pine rejoices in a poetess named Williamson. Her latest effusion is pronounced grander in conception and sweeter in detail than anything we have read for many aday. It sounds on the soul with a tone akin to that which beats upon the ear when soft music loats from afar over still waters." -Nilssen made a triumphant success in "Ophelia," despite the general duliness of the opera. In the song amid the water-lilies, as she floats away—the chorus singing a bouche jermée, with harp accompaniment behind the scenes—the house became thoroughly en-thusiastic, and the excitement was intense. Nilssen was called three times before the curtain. -Doctor Bohm: a celebrated German surgeon, has just performed the operation of separating two female children, five years of age, who were joined together in the samp manner as the Siamese twins. The German papers state that the operation was attended vith perfect success; but one of the patients eems to have died the same day. The survivor is in good health. -James Jewsenbury, of Newark, is the name of the devout Christian who wants all good people to pray that the Lord will put a flaming scar across the heavens next. Christ-mas to convince every infidel that the Bible is His inspired word. Without walting for, ac-cord of action from his contemporaries, Mr. Jewsenbury has set about the business on his over account. own account. own account. —The hat that General Lyon wore at the time he was filled, is now in possession of a tailor in Springfield, Missouri. It was ob-tained several mouths since from a man by the name of Layton, who was a soldier in the. robel ramy, at Wilsor Greek; and who picked up the hat immediately after General Lyon's body was removed from where it fell. Layton gave the hat to his mother, directing her to keep it until he should call for it. He con-tinued in the rebel service until the war ended, when again it came into this possession, and he sold it to its present owner for a fifty-dollar suit of clothes. suit of clothes.

A. J. S. -S. S. Cox, finding statues without noses, -S. S. Cox, inteng statutes without hoses, or legs, or breasts, or feet or heads, among the ruins of Italica, in Spain, thinks it is hardly worth while to be handed down to posterity in marble. Brass, he thinks, may do very well. Cox will be handed down, if at all, in

-Within the past two days we have noticed within the past two days we have noticed several robberies that have occurred in this city. In addition to those heretofore noticed we have heard of the following: Dr. Christy, of Hollidaysburg, was relieved of a pocket-book containing \$25; J. L. McConnell, of Waynesburg, Greene county, a pocket-book containing \$125; J. D. Clauss, of Carbon county, of \$25.

of \$25. -Shocking though it may appear, neverthe-less "the reporter of the Tribune," as he in-formed us, had his pocket picked at the Demo-cratic Convention yesterday. However, he had enough funds left to-day to purchase an-other "card case," which the thieves had mis-taken for something more valuable. -A Mr. Mickay some time during yesterday.

-A Mr. Mickey some time during yesterday was relieved of his gold watch, and Patrick Murphy was arrested on suspicion of having Murphy was arrested on suspicion of having stolen it. Shortly after the watch was in some mysterious manner returned to its owner, who refused to appear against Murphy. A note for one thousand dollars, signed by a party in New Castle, was found on the person of Murphy, and as a gentleman from Lawrence county had lost a considerable sum of money, Murphy was committed in default of \$1,000 bail for trial at the next term of court to answer the charge at the next term of court to answer the charge of robbery.

-Edward Magee and James Donnelly, hail-ing from Pittsburgh, were arraigned before the Mayor yesterday, on suspicion of being pro-fessional thieves. They were committed to prison to await a further hearing.

-The lock-up has been doing a flourishing business during the past few days, and among its occupants were members of the Cass and Packer clubs in attendance upon the "grand snake dance" on the hill.

-Champagne, whisky, cigars, &c., were furnished "free gratis, for nothing," at the Bolton House, last evening, to the Democracy and their admirers. The bill will be footed, no doubt, by the successful candidate for the Gubernatorial nomination.

-Since our last report there were eight inebriated individuals before the Mayor, who were disposed of in the usual manner.

-Our streets were filled with drunken men and boys last evening, "who made night hideous" with their orgies. No doubt since the adjournment of the Convention and the departure of the attendant crowd, our city will resume its wonted quietness.

Great Fire at Blackfoot City, Montana. BLACKFOOT CITY, June 30.—At the hour of ten last evening, the fiendish incendiary plied his torch to the haymow of a stable in the southeast corner of the business portion of this southeast corner of the business portion of this young city, and notwithstanding the early discovery and noble efforts of citizens and miners who flocked *en masse* to the scene, the principal business houses on both sides of the main street were soon wrapped in flames, and totally consumed in rapid succession. Every effort to stay the progress of the flames was unavailing, until the fire had nearly reached the Cary House Block, when it was got under control and the Cary House Block, with some good buildings opposite, was saved. Those who suffered from the entire destruction of their buildings, and in some instances the burning of their goods and merchandise, are \$\$ follows: Smith & Pratton, livery stable, \$2,000; O. H.

Smith & Pratton, livery stable, \$2,000 : O. H. Newell, store and goods, \$3,500 ; Frank McCon-nell, blacksmith shop and dwelling, \$2,000 ; Aunt Betsy's house, \$100 ; St. Jo Hotel, J. B. Wilson, \$2,500 ; Mrs. McCabe, boarding house, \$1,000 ; Wm. Wallhaiser, bakery and saloon, \$1,500 ; Montana-Hide and Fur Company, \$1,000 ; Smith & Greene's store, \$2,000 ; E. P. Lindsay, building and goods, \$7,000 ; F.R. Bill, three buildings, \$1,500 ; A. M. Holter, tene-ments, \$750.

gineer, Griffin, backed into the side track and went to sleep, and in the meantime train No. 7 passed. The engineer got up, apparently asleep, and turned on the throttle. The fire-man asked him what he was about, but before he had time to answer the engine of train No. 3 collided with that of No. 39, hitting it just for-word of the tender. The passenger locomotive ward of the tender. The passenger locomotive overturned completely, scattering the fire through the splintered wreck, which speedily ignited and blazed up into a brilliant conflagration. The engineers and firemen on both trains escaped with slight injures, though how they escaped they are thenselves unable to tell. The passenger train consisted, besides engine's tender, of one mail car, two bagage cars, one smoking car, one day passenger coach and four sleeping.coaches. When the collision occurred the rear baggage car telescoped with the smoking car, smashing into and about half way through it. The pas sengers in this car were principally German emigrants, bound to the West. Nearly all the passengers in the smoking car were either gration. The engineers and firemen on both sengers in the smoking car were either ed outright or were so jammed up in the cilled debris of the wreck as to render their escape impossible, and they met death in its most hor-rible and agonizing form by the demon of fire. Only four or five passengers are known to have escaped from this car, and the probability is that twelve or fifteen persons were burned The remains of seven bodies were taken from the ashes, but nothing remains of them save a few charred bones, and portions of the trunks of two or three are not entirely con-A German, who lives near the scene of the

disaster, was aroused by the engineer of the train, and saw the flames when they first burst forth. As he approached the wreck he states that he heard screams issuing from the burn-ing car, but only of short duration.

Rev. B. B. Hallock, a Universalist preacher of this city, in company with his brother-in-law, a gentleman residing in Syracuse, whither they were going, was uninjured by the colli-sion, but his feetwere fastened in such a manher as to render his extrication impossible, and he met death calling upon his friends "for God's sake to help him, as he was not injured, but only fast." Notwithstanding the efforts made to release him the flavos renched him and to release him the flames reached him, and nothing now remains of him save the head and trunk, shrivelled and shrunken, his legs and arms having been completely burned off

Among the burned was a German woman and her two children. A German emigrant, named David Baer, was also burned. The remains of the seven bodies that were

taken from the ashes were found in a space of ten feet. There is nothing by which they may be recognized. They were placed on a plat-form along the track and covered up with blankets, awaiting the arrival of the Coroner for an inquest. They were then forwarded to Port Jervis. Port Jervis.

Among three or four who were rescued from the wreck was Mr. John Flowers, of this city, who states that there were, as he thinks, twelve_or_fifteen-passengers-ahead_of him in the smoking car, and he thinks not one escaped.

LIST OF THE DEAD. Rev. D. B. Hallock, of New York city. David Baer, German emigrant.

German woman and two children, names unknown. Several other charred bodies were not identified,

The overturned locomotive of the passenger

The overturned locomotive of the passenger train set fire also to the depot building at Mast Hope, which was entirely dostroyed. None of the passengers were hust except those in the smoking car. b LIST OF THE WOUNDED. Charles Baer, German emigrant, traveling West, only slightly injured. His father, Da-yid Baer, was killed outright and burned in the smoking-car. Gottkied Graps, German emigrant, small

Getfried Grans, German emigrant, small bone in leg broken; no other serious injuries. D. Wentworth, bruised in back and inter-nally hurt, but it is believed, not seriously; he resides at Randolph, N. Y. John Flowers; of New York City, bound

According to the new organization of the patriot forces there are to be only two Major-Generals in the army, of whom General Jor-Generals in the army, of whom General Jor-dan is one, and holds command of the entire Eastern or Bayamo Department, while Gen-eral Ignacio Agramonte is the other, in com-mand of the Central Department. The Suspirade are endeavoring to ignore

The Spaniards are endeavoring to ignore the manner in which their detachment of sol-diers was recently captured at Sabana Nueva. It is rumored that General Quesada has ordered the officers shot in retaliation for the execution of patriot prisoners. Further particulars of the fight near Baga

have been received. The Spanish force num-bered 500 marines, who were surprised by sev-enty insurgents under Francisco Castillo, amsustained behind palm groves. Both sides sustained a spirited fire for half an hour. The marines, being atraid of the machetes carried by the Cubans, refused to obey an order to charge bayonets, and the insurgents, despite the superior numbers of the enemy, retired across an open field in perfect order, firing in full view of the Spaniault, and inflicting in full view of the Spaniards, and inflicting s vere loss upon them. But one patriot was wounded. The marines fell back upon Nuevi-tas, so exhausted by the effects of the climate that many of them were carried into the city on stretchers. General Letona has ordered Lieutenant

Medina to be shot at Puerto Principe. In the wood surrounding Puerto Principe In the wood surrounding Puerto Principe thousands of insurgents are concentrating and are only waiting to be armed with the Pea-body breech-loading rifles, with bayonets, to assume offensive operations. Tinker (?) is alive. Holdquin, one of the insurgent leaders, in-tends to go to the United States for the pur-pose of bringing back a force of Americans. Intelligence from Santiago de Cube to the

Intelligence from Santiago de Cuba to the Sth inst. reports fighting going on at a point thirty miles distant from that city. The pariots were strongly entrenched. Major-General Jordan had joined the

Jubans under General Figuerelo, and now ommands a large force. The Governor of Baracoa was actively en-

gaged in burning property and killing all who fell into his hands.

SEAL OIL SEIZED .- The Custom House officials seized, this morning, between 80,000 and 90,000 gallons of seal oil, imported here from Harbor Grace, N. E., and consigned to George B. Ironside and Richard P. Currie, of New York, on a charge that it had been invoiced at ess than its true valuation. About 1.100 har rels of this is the cargo of brig Alexander Wil-liam, which arrived last week, and was in the hands of the consignees. Smaller lots from three cargoes previously imported were seized in the factories of the purchasers, Messrs. Hastings & Co., George Delano & Co., and Samuel Leonard, Jr., whe, of course, hought it in good faith of the importers. There has been considerable talk and some vorticement in It in good rath of the importers. There has been considerable talk and some excitement in business circles in relation to the affhir. We understood that two cargoes in Boston were also seized to-day, but that the recent importa-tions at New York, it is stated, were invoiced correctly.—New Bedford Standard, Wednesday.

-An ignorant fellow, who was about to get married, resolved to make himself porfect in the responses of the marriage service; but by mistake he learned; the office of baptism for those of riper years. So when the elergyman asked him in the elurch; "Will thou have this woman to be thy wedded wife?" the bride-more in which is or here the service. groom replied in a solemn tone:

"I renounce them all." The astonished minister said, "I think you are a fool;" to which he replied: "All this I steadfastly believe."

-St. John, N. B., is going to indulge in the luxury of a horse railroad. Only six cars are to be run, and they are open only at one end, so that no conductor is required.

-A man in London follows the occupation of "professional introducer,"

-Count Plater has received from the communal authorities of Rapperswi, in Switzer-land, the offer of a room in the ancient castle of that town for the Polish Historical Musucury, of which he is the founder.